

The ERA Wishes All Its Friends and Patrons "A Prosperous and Happy New Year"

Published in the Mo-
renci-Clifton District.
Population - 15,000

THE COPPER ERA

AND MORENCI LEADER

VOLUME XXIII.

CLIFTON, ARIZONA, FRIDAY, DECEMBER 30, 1921

NUMBER 33

EFFECT OF NEW
FEDERAL AID BILL ON
CONSTRUCTION OF
ARIZONA HIGHWAYS

The sum of \$1,053,281.44 is made available to Arizona as Federal Aid for road construction, being this State's allotment under the new Federal Highway Act signed by President Harding. The act carries an appropriation of \$75,000,000 for highway construction in the various states, and must be matched dollar for dollar by state funds except in states where more than 5 per cent of the area is unappropriated public lands. Arizona falls in this class. In addition, \$15,000,000 is appropriated for national forest roads, and from this Arizona will receive an additional amount.

The \$75,000,000 appropriated is for the fiscal year ending June 30, 1922, and \$25,000,000 of the sum is immediately available. The balance becomes available January 1, 1922. Texas received the largest allotment, it being \$4,425,172.41. New York, Pennsylvania and Illinois are in the three million class. California, Iowa, Kansas, Michigan, Minnesota, Missouri, Ohio, each received an allotment in excess of \$2,000,000. Thirty-two states received an allotment greater than Arizona's, and 15 states received less.

In a general way the new Federal Aid Act follows that of 1918 but contains several innovations. The administration of the act by the Secretary of Agriculture, and under him the bureau of public roads, remains unchanged, despite the attempts to switch the control to a Federal highway commission. Apportionment of the fund to the states is almost the same as in the previous act, the fund being divided into three parts, one part apportioned according to population, one according to area, and one part according to mileage of rural and star mail routes. A new feature is the stipulation that no state shall receive less than one-half of 1 per cent of the total fund which, in this case, amounts to \$385,625. This stipulation will increase the amount received by four of the smaller states, namely, Delaware, New Hampshire, Rhode Island, and Vermont.

There is considerable change, however, in the manner in which a state may use its allotment. Each state must select a connected road system not exceeding 7 per cent of its road mileage for improvement with Federal Aid. This system will be divided into two classes, one of which will be known as interstate highways and the other as inter-county highways. The interstate highways must not exceed three-sevenths of the system selected; on them not more than 60 per cent of the State's allotment can be spent without the joint approval of the Secretary of Agriculture and the State Highway Department. The inter-county highways, which consist of the remainder of the system selected will receive the remainder of the State's allotment.

The classification of interstate and inter-county highways is now being worked out by the State Highway Department.

Except in states where more than 5 per cent of the area is unappropriated public land, the amount of Federal Aid on any project must not exceed 50 per cent of the estimated cost. In Arizona and other states, where more than 5 per cent of the area is unappropriated public land, the 50 per cent allotment is increased by an amount equal to one-half the percentage of unappropriated public land in the State. Before any funds can be paid to a State, the State must appropriate money under the direct control of the State Highway Department, to match the Federal allotment, and for the maintenance of Federal Aid highways.

Other features of the act are as follows:

1. The initiative in locating roads to receive Federal Aid shall remain in the states, subject to the approval of the Department of Agriculture.
2. The several highway departments shall lay out a system of interstate and inter-county roads subject to the approval of the Department of Agriculture.
3. State funds put up to match Federal Aid, from whatever source derived, shall be subject to the direct control of the highway departments of the several states.
4. The states shall be held responsible for the maintenance and repair of all Federal Aid highways.

Longest Paved Highway in State
With the exception of a single mile, it will soon be possible to travel over State and county pavements all the way from Goodyear to Buckeye in Maricopa county. The distance is 64 miles and, of this, 57 miles have been completed providing the longest stretch of paved highway in Arizona. The mileage will be reduced as soon as proper paving connections are made in the city of Phoenix, for in

COPPER SURPLUS IS
DISAPPEARING; SEE
PRODUCTION SOON

Boston, Dec. 28.—It is the opinion of prominent copper interests that the copper producers will be forced to resume operations within five weeks. The rapidly with which the surplus has been eaten into has had the effect of throwing a scare into the producers in that there may be a famine in the metal in 1922. This is just what the producers desire to avoid, and in order to head off such a possibility a resumption of operations may begin earlier than was thought possible a month or so ago.

Probable Consumption
It is estimated that the consumption of copper during 1921 will total around 1,200,000,000 pounds, and that the present surplus is not over 400,000,000 pounds. Normal production of the red metal runs about 2,000,000,000 pounds per annum. As about a third of the copper produced is always in process of transit, if the mines were operating at capacity, there would be over 600,000,000 pounds in smelters and refiners.

Low Production
Production this year will not be over 700,000,000 pounds; there has therefore, been about 500,000,000 pounds more consumed than produced. As the consumption has been running particularly high in the past two months, it can be seen, in the event that sales continue in the next month or so as they have been in the past two, that the near future will find the copper supply very small.

As mining forces have been pretty well scattered, it will take at least three months for the mines to assemble sufficient forces to resume, and it may take six months before a full quota of employees is obtained. Production, therefore, cannot make much headway for three months after orders are issued and it will probably be late in 1922 before any amount of new copper comes on the market.

That the mining companies are preparing for an early resumption is shown by the fact that the Anaconda company recently put on several hundred men in its lumbering department, presumably to get timber for use in the mines. Haste in opening the mines may be attributed to the new policy which the copper producers have adopted. The organization of the Copper and Brass Research association has been for the purpose of increasing the use of copper and the only way that the use can be increased is to hold the price at a normal and steady figure. Producers prefer that the market price of copper would not go above 15 cents a pound, or at least hold that level as an average. In any event they do not want the apex to get above 17 cents.

At the latter figure it is felt that consumption would be detrimentally affected, but at 15 cents it is believed that copper would again be applied in all its old uses, such as roofing, cooking utensils, etc.

The benefits of this policy are apparent. It will stabilize the industry and thus eliminates the old conditions of feast and famine. The policy will make for more stability in the price of copper stocks and will also make for larger earnings year in and year out, as there will be a large tonnage of copper used in all lines of industry. It is felt that should copper go to 17 cents the tendency will be for other metals to be used in the place of copper.

Besides this costs should be lower in the production of copper tends on the average. An abnormal increase in the production of copper tends to increase costs proportionally and an abnormal reduction in output likewise affects costs adversely. The present closing of the mines has cost the producers many millions of dollars and resumption will likewise cost large sums. It is this waste that the producers are anxious to avoid in the future and they will bend every effort to stabilize the industry through a moderate and steady price for the metal.

Mr. and Mrs. J. S. Bryan and children went to Lordsburg, N. M., Christmas day to attend the 49th wedding anniversary of Mr. and Mrs. J. B. Wood.

Mr. and Mrs. Mike Reardon motored to Duncan on Christmas where they were the guests of Mr. and Mrs. Tom Simson.

order to remain on pavement all the way it is necessary to detour to the Christy road pavement which connects with the highway to Buckeye east of the city.

There are at present 46 miles of continuous highway leading from Goodyear through Chandler, Mesa, Tempe and Phoenix toward Buckeye. A gap of one mile of unpaved highway occurs at the crossing of the Agua Fria river. West of the river, paving by the Maricopa County Highway Commission is now in progress. Thirteen miles of the final stretch have been completed, leaving only four miles yet to be laid.

PARTY AFFAIRS WILL
BE TALKED AT
CONFERENCE

The official call for a meeting of the state democratic central committee in Phoenix on January 9, 1922, issued by M. M. McCalla, Chairman of the committee, has been received in Clifton.

"If present plans are carried out, this meeting will be the most important one held since the admission of Arizona into the union," the letter calling the meeting, says.

The text of Mr. McCalla's letter follows:

"This is to notify you that the state democratic central committee has been called to meet in the city of Phoenix, at 10 o'clock a. m. on the 9th day of January, 1922 for the purpose of considering all matters presented."

"If present plans are carried out, this meeting will be the most important one held since the admission of Arizona into the union of states and it is for this reason that I urge your attendance."

"It is desired that every county in the state be well represented at this meeting in order that the organization may have an opportunity to learn the views of democrats generally on matters to be considered at this meeting."

"Arrangement is now being made to have speakers with national reputations address the meeting on the subjects of party organization and the outlook for future success of democracy."

"Your failure to attend this meeting will constitute a failure on your part to do your full duty to the party."

"Remember the date: January, 9th 1922."

"Anticipating the pleasure of seeing you in Phoenix on the date of this meeting, and assuring you of my appreciation of your co-operation in the past, I am,

"Very truly,

(Signed) M. M. McCALLA,

Chairman of State Democratic Central Committee."

1922 AUTO LICENSES
ARE NOW PAYABLE

Since the arrival of several thousand motor vehicle license plates recently, County Assessor R. J. Coleman and Deputy George S. Martin, have been busily engaged checking up and registering motor vehicles in Greenlee County. Under the new license law enacted by the last Legislature, applications for motor vehicle licenses are made to the County Assessor who will furnish the license plates at the time the application is made, instead of the application being forwarded to the Secretary of State, as heretofore.

The new law also provides that every owner of a motor vehicle operated must procure a license on or before the 10th day of January, each year. Failure to comply with the law in this respect subjects the owner to arrest on a misdemeanor charge, the penalty for which is a fine of not less than \$20.00, and not to exceed the sum of \$200.00.

The Sheriff states that he will rigidly enforce the new law and owners will save themselves trouble and expense by securing their license before the 10th day of January.

CONFESSION CLEARS
UP RAID MYSTERY

Nogales, Ariz., Dec. 24.—Manuel Martinez made a complete confession this afternoon to county officers and newspaper men here regarding the killing of Postmaster and Mrs. Frank Pearson during a raid on the post-office store at Ruby, Ariz., last August 26. He implicated eight other men.

While he was making his confession, the superior court jury here was considering its verdict in the case of Placido Silva, who was being tried on a charge of having murdered Postmaster Pearson. County Attorney A. H. DeReimer said Silva would be tried again on a charge of having murdered Mrs. Pearson.

Shortly after Martinez completed his confession Judge W. A. O'Connor dismissed the jury which then had been considering the case from 11 o'clock this morning until 6 o'clock tonight. The vote on the final ballot stood 10 for acquittal, two for conviction, the jurors said.

Grist Gathered at
the Court House

Richard Stephens and Carl M. Schade doing business under the firm of Stephens and Schade, have this week filed suit against A. H. Cooper for the sum of \$493.56 alleged to be due and owing them for merchandise delivered to defendant during the past year. A writ of attachment and garnishment were issued and property of the defendant is held by the Sheriff.

Vicente Soto, has this week entered suit against Frank Tappia and Mrs. Frank Tappia, husband and wife, for the sum of \$250.00, which the plaintiff alleges is due him on a promissory note executed by the defendants, no part of which has been paid and remains due and unpaid. The note is secured by a chattel mortgage on two large Holstein Milch cows and a Writ of Replevin issued and the Sheriff seized the cows.

Dave W. Ling, has this week filed his petition praying for letters of Administration of the estate of John Lage, deceased, and hearing on same has been fixed for Monday the 9th day of January, 1922.

S. F. Await, as Administrator of the estate of A. M. Turner deceased was this week finally discharged and his bondsmen released when his accounts were settled on last Monday.

The following marriage licenses were issued by the Clerk of the Superior Court the past week: W. E. Munroe, to wed, Sophie Marie Tancig, both parties being from Clifton; Clarence D. Martin, to wed, Gage M. Lovett, both parties being from Duncan; Louis G. Robert, to wed, Lottie Gregory Anderson, both parties being from Clifton.

RECORDED INSTRUMENTS

E. V. Horton to W. E. Munroe.

Hiram Thopson, et. ux., to Ernest R. Patterson.

Robert O. Barnes et. ux. to Frank M. Hodges.

Bills of Sale—

E. V. Horton to W. E. Munroe.

Reese E. Webster to H. C. Brown.

Victor Muzzey by Admr. to Ernest R. Patterson.

Robert O. Barnes to Lula E. Hodges.

Chattel Mortgages—

Roman Armijo to E. H. Green.

F. R. Hightower, to Border Mortgage Company.

Charles Harris to The Bank of Duncan.

W. V. McCarty to The Bank of Duncan.

H. C. Brown to First National Bank.

Ernest R. Mendoza to State Bank of Morand.

A. C. Stanton to Gila Valley Bank and Trust Company.

A. C. Stanton to Gila Valley Bank and Trust Company.

J. A. Moreland to The Arizona Copper Company.

C. F. Hill et. al. to Border Mortgage Company.

Corte O. Douglas to Rogers Furniture Company.

H. B. Harris to The Bank of Duncan.

Satisfaction of Mortgages—

A. H. Slaughter to J. T. Aiton.

The Bank of Duncan to F. R. Hightower, et. ux.

The Bank of Duncan to C. F. Hill, et. al.

The Bank of Duncan to C. F. Hill, et. al.

The Bank of Duncan to H. B. Harris.

The Bank of Duncan to Chas. Harris.

The Bank of Duncan to W. V. McCarty.

Gila Valley Bank and Trust Company, to John L. Trosol.

Arizona Copper Company to J. A. Moreland.

Power of Attorney—

Dona Urbana Levin Garcia to Don Tomas Blanca.

CAVE CREEK FLOOD POURS
WATER ON ARIZ., FARMS

Phoenix, Ariz., Dec. 27.—Last night's flood in Cave creek washed a hole in the banks of the Arizona canal, principal artery of the Salt River valley irrigation district 80 feet long and poured 1,000 acre feet of water onto the cultivated lands of the district, according to officials of the Salt River Valley Water Users' Association. None of the water, however, passed the grand canal, three miles north of Phoenix.

Seventeen thousand acre feet of water came down from Cave creek last August when the western portion of Phoenix, including the state capital, was flooded.

Reports to the water users' association officials said that the Verde river also was at flood stage and that water was pouring over the granite reef diversion dam at the rate of 25,000 second feet, equal to water three feet deep along the entire length of the dam, 1,000 feet. They said their information indicated that the Verde was rising and that by morning water would be flowing over the dam at the rate of 30,000 second feet. This water flows down the Salt river and is expected to do no damage.

1922 TAX PROBLEMS
DISCUSSED AT
STATE MEET

Phoenix, Ariz., Dec. 21.—All officers were re-elected by the State County Assessor's association at its annual business meeting here.

The officers are:

V. J. Wager, Santa Cruz county, president; W. O. Ruggles, Mohave county, vice president; E. C. Gentry, Yavapai county, secretary, and Thad Moore, Pinal county, assistant secretary.

Phoenix, Dec. 21.—With representatives from every county in the state present with the exception of Apache tax problems were discussed at a conference of the state tax commission and county assessors. The day was given over to a preliminary discussion of the 1922 assessment and it will require at least another half day's time in which to look into general conditions in the different industries before action is taken, according to Charles R. Howe, chairman of the tax commission, who is presiding over the conference.

Mr. Howe said yesterday that action on all classes of property will be taken at the same time, which will be only after a general discussion of the abstract of assessment by each county present.

The day's conference revealed no marked improvement over conditions of a year ago, although the outlook is promising with the report resumption of mining after the first of the year.

The 1920 conference was notable for appeals from the different industries for reduction of taxes. At that time the commission announced its policy by refusing to shift the burden from one industry to the other, coming out frankly for an equitable distribution of the taxes.

Bank Assessments a Topic

One of the interesting discussions at the opening session had to do with bank assessments where there had been bank failures. It was shown that there was only a slight loss to the county and state in taxes in view of the substitution of assessing the physical property of the bank instead of its capital stock surplus and undivided profits. It also was shown that in many cases where banks had re-opened there was an increase in capital stock which helped maintain a balance in the counties where other banks failed to resume business. This was true particularly in Maricopa county.

Stock and merchandise assessments will show a loss in practically every county, especially in the mining towns. George Henshaw of Cochise county reported reduction of stocks by sales being conducted in Bisbee and Douglas, while loss of population due to a shut down of the mines in Gila and Greenlee county have resulted in numerous "at cost sales" which have depleted stocks. In this county, Harry Pierce, assessor, said that an inventory of stocks will show less than a year ago.

New Auto Law Discussed

One of the most important items to claim the attention of the tax men had to do with automobiles. Under the act passed by the last legislature automobile licenses will be distributed by the assessors rather than through the office of the secretary of state to whom the assessors will make monthly reports and transmit the license fees. Ernest R. Hall, secretary of state, appeared before the assessors answering the many questions put to him relative to handling the automobile business. Mr. Hall furnished each assessor with a copy of the automobile owners in the state numbering 35,056, giving the license number and the make of car. Used car valuations will be based on the national used car market list with slight reductions in all probability. The "curbstone dealer" is one of the big problems difficult or the assessors to solve in that it is impossible to base his assessment on the same plan as the bona fide dealer, which is one-twelfth of the yearly sales.

Those here in attendance for the conferences were Geo. Henshaw, assessor, and James McDonald, deputy assessor of Cochise county; William Beeson, Coconino county; W. G. Duncan, Gila; J. M. Alfred, Graham; R. J. Coleman, Greenlee; Harry Pierce, Maricopa; W. O. Ruggles, Mohave; W. E. Shumway, Navajo; V. S. Griffith, Pima; Thad Moore, Pinal; V. J. Wager, Santa Cruz; C. E. Gentry, Yavapai and A. B. Ming, Yuma. Tom Trevillian, city assessor of Phoenix, and J. S. Briggs representing the farmers of Yuma valley, also were in attendance at the initial session.

LEAVES FOR NEW YORK—

M. J. Hannon, of Stargis Mines Inc. was called to New York City on Wednesday on business connected with this property. He expects to be absent two or three weeks.

ELKS ANNUAL BALL—

Clifton Lodge 1174 will give their annual ball at the Auditorium on Saturday evening, an event which is looked forward to annually as the social event of the season.

THE E. P. & S. W.
R. R. SYSTEM TAKES
OVER THE ARIZONA
& NEW MEXICO ROAD

Saturday night, the Arizona and New Mexico railroad, extending from Hachita, N. M., through Lordsburg to Clifton, Ariz., becomes a part of the El Paso & Southwestern railroad system.

Beginning with January 1, the 109 miles of road constituting the Arizona and New Mexico, will become a part of the El Paso & Southwestern system and will be known thereafter as the Clifton branch. For operating purposes, the road will be under the jurisdiction of the superintendent of the western division of the El Paso & Southwestern system at Douglas, Ariz.

Headquarters of the road for administrative purposes will be in El Paso.

The Arizona and New Mexico railroad was the property of the Arizona Copper company. The Phelps-Dodge company recently purchased the Arizona Copper company and all its properties, including the Arizona & New Mexico railroad, the Coronado narrow gauge road (between Clifton and Metcalf). In turn, the Phelps-Dodge corporation sold the Arizona & New Mexico road to the El Paso & Southwestern system. The formal transfer takes place December 31 at midnight.

Taking over the Arizona & New Mexico road gives the El Paso & Southwestern system 1137 miles of standard gauge railroad, including leased lines and the lines it owns outright.

In addition, the El Paso & Southwestern also operates the Nacozari railroad, running through Douglas, Ariz., and Nacozari, Sonora, and the Morenci Southern, a narrow gauge line between Guthrie, Ariz., and Morenci, Ariz.

This afternoon at 3:30 a five car special train pulled into the local yards bringing more than twenty officials of the El Paso & Southwestern System, headed by A. E. Sweet, Vice President and General Manager. The party will remain in Clifton until Saturday evening.

The personnel of the party includes A. E. Sweet, vice-president and general manager; F. L. Hunter, purchasing agent; J. L. Campbell, chief engineer; M. O. Scobee, superintendent; Eugene Fox, general traffic manager; W. C. Barnes, freight traffic manager; Garnett King, general passenger agent; E. F. Anderson, claim agent; L. G. Pearson, storekeeper; L. W. Morris, general superintendent; Thomas Paxton, superintendent motive power; C. R. Trowbridge, chief clerk to superintendent of motive power; S. R. Guy, resident engineer, Douglas, Ariz.; H. F. Fairbanks, superintendent; W. F. Ford, train master; George R. Yost, accountant; John Welsh, roadmaster and others.

Immediately after their arrival the heads of the different departments went into conference with local A. & N. M. officials and soon the work was under way looking towards the actual turn over which is set for midnight Saturday.

General Manager Sweet stated Friday evening that for the immediate present there would be no change in train service as it was first necessary to secure permission from the Corporation Commission to discontinue the present trolley service but that the application for this permission would be made at once and when that was granted in all probability a through mixed train service would be inaugurated between Clifton and Hachita leaving Clifton in the morning and making connection with main line trains both east and west at Hachita. The General Manager stated that for the past year the A. & N. M. R. had been a heavy loser, the receipts not equalling by one-half the running expense.

So far as the A. & N. M. mechanical force, machine shop men, boiler makers and round house men are concerned, Mr. Sweet stated that a plan was under consideration between the E. P. & S. W. and Phelps Dodge Corporation, whereby these employees could be transferred to the copper company and have the mining company do such necessary immediate repairs for the railroad company as might be required.

In the auditing department, engineering department and traffic department, employees were busily engaged Friday packing up records which will be absorbed into those same departments of the E. P. & S. W. system at El Paso.

J. F. Widener, former Trainmaster for the A. & N. M., will assume the position of Assistant Trainmaster and Agent for the E. P. & S. W. at Clifton, with sufficient office help to carry on the business.

Mr. George Wagstaff, former superintendent, will take a position with Phelps Dodge Corporation, in charge (Continued on Page 4)